

# SENATE RECORD VOTE ANALYSIS

104th Congress  
1st Session

Vote No. 383

August 10, 1995, 10:33 a.m.  
Page S-12122 Temp. Record

## TRANSPORTATION APPROPRIATIONS/Final Passage

**SUBJECT:** Department of Transportation and Related Agencies Appropriations Bill for fiscal year 1996 . . . H.R. 2002.  
Final passage, as amended.

### ACTION: BILL PASSED, 98-1

**SYNOPSIS:** As amended and passed, H.R. 2002, the Department of Transportation and Related Agencies Appropriations Bill for fiscal year 1996, will appropriate \$12.4 billion in new budget authority (BA) for the Department of Transportation and related agencies, and will set the obligational ceiling for the Highway Trust Fund at \$17.0 billion. In total the bill will provide \$36.265 billion in budget authority, trust fund ceilings, and exempt obligations, which is \$1.987 billion less than requested by the Administration. The National Highway System will be designated, allowing ISTEA funds to flow to the States, but other provisions of S. 440, the National Highway System Designation Act, will not be enacted on this bill; provisions which will not be enacted include the provision repealing the 55 mile per hour national speed limit and the provision repealing the punishment of those States that do not adopt mandatory helmet laws (see vote Nos. 269-272 and 274-279). Other details are listed below.

Department of Transportation budget authority, \$12.559 billion, including:

- Federal Aviation Administration, \$6.656 billion;
- Coast Guard, \$3.355 billion;
- Federal Transit Administration, \$1.293 billion; and
- Amtrak grants, \$605 million.

Department of Transportation trust fund ceilings, \$21.279 billion, including:

- Federal Highway Administration trust fund limitation, \$17.088 billion (plus \$2.332 billion in exempt obligations);
- Federal Transit Administration trust fund limitation, \$2.786 billion (\$1.121 billion for formula grants and \$1.665 billion for discretionary grants); and
- Federal Aviation trust fund limitation, \$1.250 billion.

Related agencies:

(See other side)

YEAS (98)				NAYS (1)		NOT VOTING (1)	
Republican (54 or 100%)		Democrats (44 or 98%)		Republicans (0 or 0%)	Democrats (1 or 2%)	Republicans (0)	Democrats (1)
Abraham	Hutchison	Akaka	Johnston		Heflin		Bradley <sup>4</sup>
Ashcroft	Inhofe	Baucus	Kennedy				
Bennett	Jeffords	Biden	Kerrey				
Bond	Kassebaum	Bingaman	Kerry				
Brown	Kempthorne	Boxer	Kohl				
Burns	Kyl	Breaux	Lautenberg				
Campbell	Lott	Bryan	Leahy				
Chafee	Lugar	Bumpers	Levin				
Coats	Mack	Byrd	Lieberman				
Cochran	McCain	Conrad	Mikulski				
Cohen	McConnell	Daschle	Moseley-Braun				
Coverdell	Murkowski	Dodd	Moynihan				
Craig	Nickles	Dorgan	Murray				
D'Amato	Packwood	Exon	Nunn				
DeWine	Pressler	Feingold	Pell				
Dole	Roth	Feinstein	Pryor				
Domenici	Santorum	Ford	Reid				
Faircloth	Shelby	Glenn	Robb				
Frist	Simpson	Graham	Rockefeller				
Gorton	Smith	Harkin	Sarbanes				
Gramm	Snowe	Hollings	Simon				
Grams	Specter	Inouye	Wellstone				
Grassley	Stevens						
Gregg	Thomas						
Hatch	Thompson						
Hatfield	Thurmond						
Helms	Warner						

#### EXPLANATION OF ABSENCE:

- 1—Official Business
- 2—Necessarily Absent
- 3—Illness
- 4—Other

#### SYMBOLS:

- AY—Announced Yea
- AN—Announced Nay
- PY—Paired Yea
- PN—Paired Nay

- National Transportation Safety Board, \$37.9 million; and
- Interstate Commerce Commission: \$13.9 million for termination costs.

Miscellaneous:

- certain procurement and personnel laws will be suspended for the Federal Aviation Administration as of April 1, 1996 (for related debate, see vote No. 381);
- it is the sense of the Senate that the action taken by the Government of Japan against United States air cargo and passenger carriers violates the United States/Japan bilateral aviation agreement;
- \$25 million will be provided for the Penn Station Redevelopment Project; and
- Congress will permit States to enter into interstate compacts establishing transportation infrastructure banks.

**Those favoring final passage contended:**

This bill will carefully allocate scarce funds to meet pressing transportation needs. Senators who are concerned at the low level of funding provided should be aware that the total level is higher than the amount assumed in the budget resolution. Key initiatives include permission for States to create interstate transportation banks. This bill is yet another in a series of bills that is putting us on the path to a balanced budget by 2002. We are pleased to give it our support.

**While favoring final passage,** some Senators expressed the following reservations:

The budget should be balanced but the accounts in this particular bill are the least acceptable targets for cuts. Highways, bridges, and other transportation projects are investments in our future. If we cut now, we will save a little money now, but we will lose the tens of billions of dollars in economic growth that always follow new transportation corridors. We understand the need to make savings, and we are willing to join with our colleagues in slashing spending in every area of the budget, but we give notice that we are not willing to make this a yearly practice on the Transportation bill.

**No arguments were expressed in opposition to final passage.**